

satisfaction in British Columbia. On the contrary, a claim has been advanced in the Province that another route and terminus are preferable. It is therefore to be considered if additional explorations should be made, and more complete information obtained with regard to the northern country."

A persistency in the present policy under the circumstances would therefore seem to forebode, in the near future, either the suspension of the works from the impossibility of realizing sufficiently from the sale of the public lands, or the imposition of intolerable burdens to meet the heavy outlays; under which the finances of the country would become disorganized, and its onward march be arrested.

Construction through the Prairie region, on an economical scale, with the view of meeting the requirements of colonization, and with the proceeds of land sales, would probably have been the true policy to have adopted, consistent with the resources of the country.

As against the present policy—defective on Imperial and National grounds—General Hewson recommends a location from Quebec through Norway House and the Peace River Pass to Portland Inlet, on the Pacific, and the verification of this route under the American system of cross section surveys, which will bring out all the information required at a later period for construction and colonization purposes; and if this route proves to be practicable—and all the facts so far brought to light lead up to this conclusion—the construction of a purely colonization railway, adapted to present requirements and to the financial means of the Dominion. On these two points the General expresses himself as follows:—

"It is proposed here that 'explorations,' whether topographical or botanical, on special routes for the Canadian Pacific shall be stopped. Instrumentation, whether on